

PRETTY ROW BEGUN

AGREEMENT OF THE WESTERN PAS- SENGER ASSOCIATION IN DANGER.

Market Still Flooded with Union Pacific Tickets—A Powerful Passenger Engine—The Lima Northern Road.

The making of a serious row before the Western Passenger Association is on, says a dispatch from Chicago, and, unless the matter is speedily settled, its agreement to maintain rates will be smothered into little bits. When the Denver & Rio Grande became a member of the Western Passenger Association, it went with the understanding that the Union Pacific would clear the market of all its tickets on Utah and Colorado business. Now the Denver & Rio Grande claims that the promise of the Union Pacific has not been kept, and that the market is full of tickets as never has been. It is claimed that a large fifty of the tickets are in the hands of brokers at Denver, and that many more are scattered throughout Utah and Colorado. The Denver & Rio Grande now gives notice that to meet the competition of the other lines, it will pay a commission of 50 on all tickets to Utah and Colorado points to the Missouri, and, if the commission is not enough to make the Union Pacific withdraw the tickets, it will foubie the commission. The other lines in the matter, and it is likely that a meeting of the general managers of the association will be called, are anxious to get to the bottom of the matter cannot be remedied.

A dispatch from Omaha says: Replying to a dispatch from Denver, the Union Pacific has flooded brokers with blocks of tickets, thus diverting legitimate business from the Missouri. It has offered commissions for all business routed over the Western Passenger and Ticket Association's general agent, the Union Pacific has violated any agreement. The Denver & Rio Grande, however, says that the Union Pacific is not to-morrow. He asserts that no more tickets of this issue of the Union Pacific are to be sold. He says that the Union Pacific is better off and that as to paying exorbitant commissions, the Union Pacific deprecates such a charge. He says that to meet competition in any and all forms.

No. 9 Fine Passenger Engine.

Considerable rivalry exists in the matter of large, fast, passenger engines, and the Louisville, New Albany & Chicago companies are no exception. The new Rogers locomotive works some of their best type of passenger locomotives. One of these ten-wheel engines yesterday made its first trip over the road from Chicago to Louisville. General Superintendent George Lowell, general superintendent, said: "This engine is now pulling trains in and out of Chicago at fifteen miles per hour, and has been seen cars, and several times of late sixteen or eighteen, and has made scheduled runs, which is a fine record." He says the engine is capable of hauling twenty-five passenger coaches in one hour, and the management is very proud of this class of engines and their performance. As far as the new steel rail from Chicago to Indianapolis is concerned, he said: "Inward, these engines can be used on express trains with safety. General Superintendent Lowell also gave a brief description of engine No. 9, which took out of the shops last night. It is a four-cylinder engine, 131,000 pounds; weight of engine and tender, 26,000 pounds; size of boiler, 48 by 7 feet; length, 40 feet 6 inches; height, 11 feet 6 inches; diameter of wheels, 36 inches.

The Santa Fe's Western Terminal.

A San Francisco Dispatch says: The sale of the Santa Fe railroad, at Topeka, has occasioned a great deal of interest in the new management building from Mojave into San Francisco. The scaling down of the debt of the big corporation, as evidenced by the price the property brought, has convinced judges as placing it in a healthier financial condition than was generally considered by the public. Ripley and Robinson are considered by local officials as being in favor of the purchase of the Santa Fe, and the terminus of the line as soon as practicable. The Santa Fe now has no plant or facilities at Mojave, but plans to build one there, running into and out of this city to Mojave, by the Southern Pacific, in connection with its proposed extension to Huntington. This contract gives the Santa

Francisco if it sees fit at any time to do so. It has never availed itself of this privilege. It has paid for the right of way at a rate of \$100,000 a mile, or \$100,000 a mile for the first 10 miles, and \$50,000 a mile for the remainder of the route. The contract provides that either party may break it after giving 30 days' notice. The Santa Fe and some of the directors of the Southern Pacific do not believe the Santa Fe will break the contract in the near future. They, however, believe that the Southern Pacific will break it here some day, instead of having the directors of the San Joaquin Valley railroad cared to be quoted on the subject. The Santa Fe is not the only one. The Valley road was built into Eakersville the same way. The Santa Fe is the only one to connect with it would come prominently before both companies for serious consideration.

The Lima Northern.

The Lima Northern is being pushed forward with great haste. The line was yesterday completed to Ottawa, twenty-one miles from Lima. At Columbus Grove connections were made with the Northern Ohio, formerly the Pittsburgh, Akron & Cleveland, and the Pittsburgh, Erie & Western. The line is now being pushed forward from Ottawa to the lake, nearly reaching completion to Lepais, next to the city of Cleveland. The line is rapidly being completed to the lake.

The Ohio Southern freight trains will commence running to-day jointly erected by the Indiana Northern and the Ohio Southern was the use of the Chicago & Erie terminals last week. The colored employees, who struck against the company, have gone back to work. The colored employees have gone back to work. The colored employees have gone back to work.

James E. Townsend, one of the prime movers in the road, is in New York looking after the Haskell and other promoters of the road.

One of Brice's Schemes.

A dispatch from Cincinnati says: A long list of transfers of property along the terminal of the Cincinnati railroad has been made in the vicinity of the entrance to the Dear Creek unfinished railway tunnel, to E. R. Leland, of New York, trustee, has caused some rise to speculation regarding a big deal in the neighborhood of the Dear Creek tunnel. Senator Brice, who controls the Cincinnati railroad, is reported to be making a deal which may try to get possession of the Dear Creek or build a road parallel to it. Still another theory is that a purchase of the old tunnel is intended to be followed by a new tunnel to enter the Cincinnati terminal. A large number of the transfers

Important Coming Changes.
The Columbus (O.) Dispatch claims to have learned from reliable authority of a number of changes which are to take place in the southwestern system of the Pennsylvania Railroad. Little more than a month ago F. G. Darlington, superintendent of the Indianapolis division, who is now ill in New York, was notified that he was to be relieved. This will necessitate a number of changes. The office of assistant to the general manager of the southwestern system, which position was held by J. J. Turner, superintendent of the Indianapolis division, has just selected a successor for the position, although he may not be appointed until General Superintendent Miller, who is now at Columbus, Ohio, has made an official announcement of these and other changes is expected within a few days.

Blanchard and Hayden Selected.
George R. Blanchard, formerly commissioner of the New York Central, has just been named as a commissioner of the new Joint Traffic Association, and Vice President Hayden, of the New York Central, has been named chairman of the board of managers.

Personal, Local and General Notes.
To-morrow the Pittsburg—Fort Wayne & Chicago Road will inaugurate its new passenger track between Wheeler and Valparaiso.



THE Dr. J. H. McLEAN MEDICINE CO., - St. Louis, Mo.